

## **Underhill Roads Committee**

### **Meeting No. 5**

**10/9/17**

Members present: Kurt Johnson, Nate Sullivan, Andy Rowe, Mike Weisel, Mike Morin, Clarke Elliott

Meeting convened at 5 pm

The purpose of this meeting was to physically inspect 4 bridges/culverts in the Pleasant Valley corridor

#### **Town Hall North bridge (on P. V. Rd., just north of Town Hall)**

1. Bridge deck slopes to the downstream side – this edge is badly eroded from salt runoff. Missing concrete and exposed, highly corroded re-bar
2. The most downstream steel beam is significantly corroded
3. Bridge was built in 1956
4. Our assessment is that this bridge can be repaired and it is not in imminent failure mode even though the RPC has said it's one of the 10 worst bridges in the county

#### **Mountain Road culvert**

1. Existing structure is a poured in place 3 sided (bottomless) concrete box culvert
2. The span is only approximately 6' – 8' and we all agree it is too narrow
3. One upstream wing wall is badly cracked and has separated from the box by several inches. This seems repairable or at least able to be stabilized in its current position
4. The footings are somewhat eroded and scour has undermined them to some degree
5. The downstream wing wall footings are badly eroded
6. This culvert does not seem likely for imminent failure
7. A new box culvert with a bigger span seems like a probable solution here (similar to Page Road)

#### **Corbett Road culvert**

1. This culvert is an old steam vessel with a diameter of around 5'. It is quite short and to make the road as wide as it is, both ends have been extended using concrete waste blocks.
2. The Town has already implemented repairs here by laying a steel plate across the top of the culvert because it is perforated
3. The Town has a study done by Fellows Engineering that suggests either a concrete box culvert or a steel pipe as the preferred solution.
4. Access during construction will be the challenge here. Major wetlands exist both upstream and downstream of the culvert, making a temporary by-pass road difficult, both physically and from a permitting perspective.
5. The best approach may be to design a new culvert that is longer than necessary for the width of the road and then build it half at a time, allowing for one way traffic

### **Pleasant Valley Road bridge at Deane Road**

1. This structure is old (1929+/-) and in bad shape
2. The abutments show severe spalling and eroded concrete. The poured in place railing on the upstream side shows corroded, exposed re-bar along its entire road side base.
3. There is evidence of a more recent footing repair
4. The consensus is that the span is too small and a new bridge may be 1.5 times longer to combat scour
5. This appears to be a very costly project and one that we might think about getting on the VTrans bridge replacement priority list
6. Cambridge replaced the Irish Settlement Road bridge 2 summers ago this way. Federal/State money paid the lion's share and the town paid a local share (20%, maybe). The State did the design, the contract procurement and the inspection. Selectman Dana Sweet may be a good resource for details of this project and Dick Hosking at District 5 VTtrans may also have some insight (655-1580)

Next meeting: November 13 at 6 pm

Meeting adjourned at 6:30